

Mails.

NORDDEUTSCHER LLOYD.

BREMIEN.

IMPERIAL GERMAN MAIL LINES

FOR	STEAMERS	TO SAIL
YOKOHAMA and KOBE	"COBLENTZ" Capt. H. Roegner	About SATURDAY, 2nd April.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"KLEIST" O. Pahnke	WEDNESDAY, 6th April, Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"GOEBEN" Capt. B. Wilhelm	About WEDNESDAY, 6th April.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Jambill	Beginning of April.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MEICHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 26th March, 1910.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.

TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA, OCEANIAN	Sellier	28th Mar., P.M.
MARSHALLS, VIA PORTS	TOMKIN	Charbonnel, 29th Mar., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA, SALAZIE	Magnan	11th April, P.M.
MARSHALLS, VIA PORTS	POLYMERIS	Broc, 12th April, at 1 P.M.

Transshipment on the Co.'s Steamers at Singapore for Batavia, at Colombo for Ceylon, Bombay and Australia, at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 30 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. THOMAS,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 15th March, 1910.

Intimations.

EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Spectacles for all requirements.
Ask, or write, for illustrated Booklet on "Defective Sight," free.

LONDON, GALTURTA, SHANGHAI,
John Street, Bedford Row, W.C. 1, cc, Bank Street, 66, Nanjing Road.

VETARZO BRAIN AND NERVE FOOD.

This remarkable compound, the result of the latest developments and achievements of modern chemistry, pharmacology, and therapeutics, is without equal in all cases of defective nerve power, whether induced by worry, overwork, unhealthy climate, dissipation, excess, youthful imprudence, or other influences inimical to the brain and nerves. It is a powerful tonic, and a most effective remedy for all cases of nervous debility, including the following: general weakness, loss of vitality, nervousness, insomnia, palpitations, headache, dizziness, ringing in the ears, and all other symptoms of a disordered nervous system. It is a most effective remedy for all cases of nervous debility, including the following: general weakness, loss of vitality, nervousness, insomnia, palpitations, headache, dizziness, ringing in the ears, and all other symptoms of a disordered nervous system.

VETARZO BLOOD MEDICINE.

Never before was there anything like it, nor can its marvelous properties ever be equalled in all cases of poor blood, impurity, or other impurities of the blood from whatever cause arising. No sooner is it taken into the system than it permeates and penetrates to the minutest capillaries, overcoming and expelling the virus of disease, and restoring the blood to its normal state. It is a most effective remedy for all cases of poor blood, impurity, or other impurities of the blood from whatever cause arising. No sooner is it taken into the system than it permeates and penetrates to the minutest capillaries, overcoming and expelling the virus of disease, and restoring the blood to its normal state.

Agents for India—TRENCHARD AND CO. LTD., BOMBAY, CALCUTTA, and POONA.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length 315 ft.	Docking Length 376 ft.	Docking Length 481 ft.
Width of Entrance 80 "	Width of Entrance 50 "	Width of Entrance 63 "
Water on Blocks 28 "	Water on Blocks 26 "	Water on Blocks 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 570, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Isabura, Boule, A. I. and Watkins.

Yokohama, April 28th, 1909.

To Let.

TO LET.

IN No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

FIRST FLOOR at No. 4, DES VŒUX ROAD recently vacated by Institution of Engineers and Shipbuilders.

No. 9, PEAK ROAD "DEVONIA" containing 6 Rooms, Gardens, Tennis Court, Servants' Quarters.

ONE GODOWN in MASONS LANE.

Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 8th March, 1910.

TO LET.

GODOWN, No. 4, PRAYA, Kennedy Town.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 22nd October, 1909.

TO LET.

OFFICES and ROOMS on the 2nd Floor of No. 14, Des Vœux Road Central (formerly occupied by Messrs. Shaw, Tomes & Co.).

Apply to—
THE COMPASS ROYAL DEPARTMENT,
E. D. Sassoon & Co.,
Queen's Road Central.
Hongkong, 11th September, 1909.

TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co., Ltd.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st June, 1909.

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 2nd Floor.

A HOUSE in WONG-MEI-KONG ROAD. A HOUSE in RYAN TERRACE. OFFICES in YORK BUILDING.

No. 10, DES VŒUX ROAD CENTRAL, 1st Floor.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 12th March, 1910.

TO LET FURNISHED.

"TANTALLON" 125A, Barker Road. Rent \$25.00 per month. Seen by appointment only.

Apply to—
GODDARD & DOUGLAS.
Hongkong, 8th December, 1909.

TO LET.

No. 3, CANTON VILLAS, Kowloon.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 24th February, 1910.

TO LET.

GODOWN No. 5A, DUNDRELL STREET.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st June, 1909.

To Let

TO LET.—MODERATE RENTS.

SEMI-EUROPEAN FLATS. Praya East, corner of Observation Place, the Tram stop at the door.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 2nd March, 1910.

For Sale.

FOR SALE

AT
GRACA & CO.
27, DES VŒUX ROAD.

ASIATIC POSTAGE STAMPS and VIEW POST CARDS.

Stamps in Sets, Packets, Bags and Single. Assortment of Stamps and Post Card Albums.

Postage Stamp Catalogues for 1910. Stock Books, Duplicate Pocket Books, Transparent Envelopes.

Tweezers, Magnifying Glasses, Perforation Gauge.

Novels, Books for parlour and household use. Toy Books for Children.

Prayer Books, Religious Pictures, Pendants, Medals, Statuettes, Flower Seeds.

Relief Scrapes and Scrap Albums.

MANILA CIGAR AND CIGARETTES.

Inspection invited,
Hongkong, 12th January, 1910.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask ex Factory.

In Bags of 250 lbs. net \$3.45 per Bag ex Factory.

SHEWAN TOMES & CO.,
General Managers.
Hongkong, 12th August, 1909.

Dentistry.

Dr. M. H. CHAUN,
DENTAL SURGEON,
33, QUEEN'S ROAD CENTRAL, 1ST FLOOR,
ROOMS 2 and 3.

From the University of Pennsylvania, U.S.A.

Telephone 126.

Hongkong, 27th January, 1910.

TRAIN TO G

LATEST METHODS OF DENTISTRY.

STUDIO at No. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.
Hongkong, 29th June, 1904.

THE AWAKENING OF CHINA.

VIEWS OF A JAPANESE JOURNAL.

The steady progress of China along the paths of modern civilization in recent years, remarks the *Toyo Keisai*, is watched by Japan with keen interest in common with other countries of the world. Whether the awakening of China will reach such a stage as to make her a formidable factor in the world's politics of course no one can tell with any degree of certainty. But at any rate China is an important factor in Far Eastern politics and will remain so for good or evil. It is therefore very important for Japan that she should have a fixed policy to be pursued towards her neighbour. Prior to the war of 1894-5, in which Japan exposed the weakness of China, the Middle Kingdom had been regarded and feared by Europeans as a sleeping lion. As soon as the helplessness of China became known, however, a scramble followed among the foreign Powers to take possession of what portion of land they could conveniently appropriate under some pretext or other. The partition of China was openly mooted, and it would have been actually undertaken but for objections on the part of some of the Powers. Subsequently the Boxer trouble gave to the Powers something of a shock, and they again began to realize that after all the Chinese were a factor that could not be totally ignored. The war between Japan and Russia resulting in the victory of the former has served as an eye-opener to China, whose active and earnest efforts for her regeneration since then have been remarkable. Whether the advance of China which has begun will continue until the country is thoroughly remodelled on a modern basis remains to be seen, though most of the English publicists, who are naturally much interested in the problem, seem to be convinced of China's thorough awakening.

Apart from the possibility of the complete regeneration of China, it cannot be denied that she possesses various essential qualities to make her a formidable country, continues the *Toyo Keisai*. There can be little question that a country possessing such a high degree of civilization as is manifested in China's literature and art, which has produced such great thinkers as Confucius, Mencius, and a host of other philosophers, and such an example of enormous labour and indefatigable perseverance as is evidenced in the Great Wall, must be capable of stupendous possibilities under proper guidance. The Chinese are, again, a people endowed with many excellent qualities. Physically they are very strong and readily adapt themselves to any climate, while their food is of great variety, there being few things among the produce of sea and land which are not taken advantage of by the Chinese. Nor do they lack the essential qualities in the acquisition of scientific knowledge. New China is very eager in the absorption of Western learning, and already surprising results have been obtained. A railway 150 miles in length has been built solely under the supervision of Chinese from beginning to end with a result which is pronounced satisfactory on the whole even by foreign experts.

These and other similar events of late years are unmistakable signs of the awakening of China, proceeds the *Toyo Keisai*. Furthermore, China contains 400 millions of inhabitants and untold millions of natural wealth. These elements all go to make China formidable in case of her complete awakening. In short, China has begun to wear an air of fresh life and activity, and a spirit of reform and progress is fast permeating the country. Though it is as yet premature to predict anything as to her future, China's career will be watched by Japanese with much sympathy and keen interest.—*Japan Chronicle*.

THE CHOW DOG.

AMERICAN EULOGY.

Within the last few years the so called Chow dog, a native of China has become a pampered favourite of English and American society. Strictly, he should be called the "Chow Chow," which is the Chinese word for "eat," and intimates what is tragically true, that in his own country he is so little valued, that he is often used as an article of diet. He is, not of aristocratic origin, like the little Pekingese, the dog of the palace, but has for uncounted centuries been known as the dog of the people, of a plebeian caste scarcely superior to that of the street scavengers of Constantinople. In many instances it has been his destiny to be made into a thick, soft rug. The heavy fur was the Chow's necessary protection in the bitter northern latitudes of Manchuria, and geographical proximity, as well as physical characteristics, have suggested his distant relationship to the Siberian wolf and the Eskimo dog.

Until the Chow was first brought to England some twenty years ago no pains whatever was taken by the Chinese to "breed for points" or to insure the survival of the fittest. The consequence is that the high-bred animals are exported to this country from Great Britain instead of their native land. The ideal Chow is stocky and short, has alert, inquisitive ears, a black tongue and muzzle, straight and rather short legs, and a tightly curling tail, pointing forward and almost touching a groove in the fur over the backbone. Chows may be black, gray or red, the latter variety having the distinct preference among the connoisseurs—the darker the hue the better. There is no more winsome playmate for a youthful Mowgli than a Chow puppy a few weeks old.—*Pittsburg Dispatch*.

Intimations.

LEGAL.

NOTICE OF REMOVAL.

NOTICE IS HEREBY GIVEN that from and after TUESDAY, the 28th March, 1910, the Office of the undersigned Solicitors and Notaries, will be REMOVED to the First Floor of PRINCE'S BUILDINGS, Ice House Street, (opposite the King Edward Hotel).
JOHNSON, STOKES & MASTER.
Hongkong, 22nd March, 1910.

FRENCH STORE.

NOTICE.

We beg to inform our numerous customers and the public in general that we have been appointed Agent for the "CREME SIMON" and all Simon's Products for Toilet Requisites, Perfumery, Powder, Soap, etc.

INSPECTION SOLICITED.

21st January, 1910.

A TOO STABLE.

LEIGHTON HILL ROAD.
(next to No. 1, Police Station).

HAS established a SHOEING FORGE at Leighton Hill Road where Horses and Ponies can be shod by EXPERIENCED SHANGHAI FARRIER by arrangement. Shoeing of Horses and Ponies also undertaken at Kowloon on receipt of Owners' instructions.

At the Stables or anywhere in Hongkong, \$2 per animal.
At Kowloon, \$3 per animal.

A TOO STABLE,
Leighton Hill Road.
Hongkong, 23rd March, 1910.

"SOLIGNUM."

A PERFECT preservative stain for Wood, Stone, and Brickwork.

It protects against Decay, Fungus, Dry Rot, the Ravages of Insects and Vermin (especially the white ant) and the action of the weather.

"Solignum" really does what is claimed for it, as may be seen from the testimonials of the Governments of India, the Sudan, &c.

In Drums and Barrels of various colours. Prospectus and all further information from

SIEMSEN & CO.,
(Machinery Dept.) Hongkong,
Sole Agents.

Hongkong, 7th December, 1900.

F. BLACKHEAD & Co.,

SHIP-CHANDLERS, SAILMAKERS
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.

GROUND BUILDING,
ST. GEORGE'S BUILDING,
HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTIEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT
DAIMLER'S PATENT MOTOR
LAUNCHES.

SOLE AGENTS FOR
FERGUSON'S SPECIAL URBAN
and
P. A. O. SPECIAL LIQUOR DOCTOR
WHISKY, &c.

EVERY KIND OF
SHIPS' STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 25th March, 1907.

KWONG FUNG YUEN,

HEAD OFFICE—No. 83, Des Vœux Road West
TIMBER YARDS—Kennedy Town.

TIMBER MERCHANTS,
SAW MILL OWNERS,
AND
GENERAL CONTRACTORS
TO
H.B.M. Naval and Military
Authorities.

WE have always on hand large stock of
American Fir, Douglas Fir, Oregon
Pine, Teak, Yacal, Hardwoods, Oregon Spar,
Chinese Spar, Chinese Pine of all descriptions.
Inspection invited to the Yards.

Best Terms.
Quick delivery.

LEUNG TAI,
Managing Director.

Hongkong, 19th January, 1910.

Intimation.

Powell's

Showrooms are stocked with a selection of High Class Household and Office Furniture.

BEDROOM SUITES

WOOD BEDSTEADS

SIDEBOARDS

DINNER WAGONS

DINING TABLES

DINING CHAIRS

OVERMANTELS

OCCASIONAL

TABLES

CARD TABLES

LIBRARY TABLES

OFFICE DESKS

FANCY DESKS

BOOKCASES

SEWING TABLES

REVOLVING

CHAIRS

HALL STANDS

PEDESTALS

CABINETS

CHESTERFIELDS

LOUNGES

SETTEES

FIRST FLOOR

Alexandra

Buildings.

Hongkong, 14th March, 1910.

Intimations.

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that the BRITISH CIGARETTE COMPANY, LIMITED, (a Company registered under the Laws of Hongkong), of No. 18 Bank Buildings, Hongkong, and No. 22 Museum Road, Shanghai, China, Tobacco Manufacturers, has, on the 15th day of January, 1910, applied for the Registration, in Hongkong, in the Register of Trade-Marks, of the following Trade Mark:—

The Trade Mark consists of a miniature tree standing in a flower-pot. Immediately above the design are the words "TIEN CHOH," and at the foot of the design are the words BRITISH CIGARETTE CO., LTD.

in the name of the BRITISH CIGARETTE COMPANY, LIMITED, (a Company registered under the Laws of Hongkong), of No. 18 Bank Buildings, Hongkong, and 22 Museum Road, Shanghai, China, Tobacco Manufacturers, who claim to be the sole proprietors thereof.

The Trade Mark is intended to be used by the Applicants forthwith in respect of the following goods, MANUFACTURED TOBACCO, in class 45.

A facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 15th day of January, 1910.

BRITISH CIGARETTE COMPANY, LIMITED.

PERCY H. MILLARD.

THE TRADE MARKS ORDINANCE, 1898.

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The Trade Mark consists of an elliptical panel in which is depicted a Manchu woman holding a fan in one hand, and a spray of flowers in the other hand. Around the two long sides of the panel a floral design is shown. Contained in a scroll at the top of the panel are the Chinese characters 滿洲美人 and at the foot of the panel is the Company's name in Chinese characters 英國煙公司.

in the name of the BRITISH CIGARETTE COMPANY, LIMITED, (a Company registered under the Laws of Hongkong), of No. 18 Bank Buildings, Hongkong, and 22 Museum Road, Shanghai, China, Tobacco Manufacturers, who claim to be the sole proprietors thereof.

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Dated this 15th day of January, 1910.

BRITISH CIGARETTE COMPANY, LIMITED.

PERCY H. MILLARD,

Secretary.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

司公隆國李

CABINET-MAKERS AND ART DECORATORS,

from Shanghai, has re-opened their FURNITURE STORE

at

No. 39, DES VOUX ROAD CENTRAL.

The only Shop in Hongkong with this name

WHERE HIGH-CLASS FURNITURE

of every description can be made to order to any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co.,

15th May, 1897.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th August, 1908.

Benger's Food is mixed with fresh new milk when used, is dainty and delicious, highly nutritive, and most easily digested. Infants thrive on it, and delicate or aged persons enjoy it.

Benger's Food is sold in this, by all Chemists, etc., everywhere.

BENGER'S FOOD

COMMERCIAL.

TO-DAY'S RUBBER QUOTATIONS.

The following quotations for rubber shares, by wire, are supplied by Messrs. E. S. Kadoorie & Co.:—

Allagans	.....6/-
Anglo-Malays	.....39/6
Balgownie	.....31/5
Batu Tiges	.....100/-
Beitams	.....9/6 sa
Bukit Kajangs	.....70/- sa prem.
Bukit Rajahs	.....38/-
Carey Uniteds	.....25/- prem.
Castlefields	.....115/-
Changkat Serdangs	.....\$1 sa
Cheras	.....\$15
Damansaras	.....167/6
Eastern Internationals	.....31/- prem.
Fed. Sel. Ag. rs.	.....310/-
Glenelchs	.....\$2 sa
Glenishels	.....160/-
Golcondas	.....140/-
Golden Hopes	.....145/-
Highlands and Lowlands	.....150/- sa
Indragiris	.....\$45
Inch Kennels	.....315/-
Jejuics	.....13/9
Jonglandors	.....20/- prem.
Kamunings	.....79/- prem.
Kuala Lumpors	.....203/6
Lamadrons (fully paid)	.....165/-
Lamadrons (ppd.)	.....112/6 prem.
Labus	.....15/-
Ledburys	.....97/6
Linggis	.....52/6
London Asiatics	.....55/-
London Ventures	.....99/-
Merlimaus	.....6/9
Pajams	.....\$16
Pegohs	.....\$52
Rubber Trusts	.....50/3 prem. ex. n. i.
Sagges	.....257/-
Sandycrofts	.....\$55
Sekongs	.....30/- prem.
Shelfords	.....72/3
Singapore & Johores	.....\$500
Sumatra Parats	.....14/9
Sungei Chohs	.....96/-
Sungei Kapars	.....165/-
Sapongs	.....46/-
Seafields	.....123/6 prem.
Tandjongs	.....70/- prem.
Tangkabs	.....25/6 prem.
Ulu Rantis	.....16/- ex. n. i.
United Serdangs	.....147/6
United Singapors	.....\$2.15
United Sumatras	.....13/9
United Langkats	.....103/6 ex. rights.

ENGLISH LAW OF DIVORCE.

THE ROYAL COMMISSION.

The Royal Commission on the Law of Divorce and its administration, held its first sitting for the hearing of evidence at Winchester House, St. James's-square, London, on February 27. The chairman of the Commission, Lord Gorell, presided, and the other members present were:—

Lady Frances Balfour, Mr. H. J. Tennant, Lord Derby, Mr. Thomas Burt, M.P., Lord Guthrie, Sir Lewis T. Diddin, Sir George White, M.P., Judge Tindal Atkinson, Mr. Edgar Brierley, Mr. Rufus Isaacs, K.C., M.P., and Mr. J. A. Spender.

The terms of reference are:—

To inquire into the present state of the law and the administration thereof in divorce and matrimonial causes and applications for separation orders, especially with regard to the position of the poorer classes in relation thereto, and the subject of the publication of reports of such causes and applications; and to report whether any and what amendments should be made in such law or the administration thereof, or with regard to the publication of such reports.

The Commissioners will further have power to make an interim report with a view of enabling such steps as they may recommend to be taken for the redress of any hardship from which in their opinion the poorer classes may suffer under the existing law and administration.

The Secretary to the Commission, Mr. H. Gorell Barnes, submitted an analysis of the divorce laws of European countries and self-governing British Colonies, showing the causes upon which divorces are granted and the defences which avail to defeat petitions for divorce. The Chairman called attention to remarks in this analysis showing that in France the publication in the Press of divorce trials is prohibited under a penalty of a fine of from 100s. to 2,000s., that in the German Empire cases are tried in camera on the motion of either party, and that in New Zealand the Court may forbid the publication of the reports of trials, any evasion of the order being punished as contempt of Court. Lord Gorell called attention also to the fact that in many Continental countries an attempt is made to reconcile the parties before a decree of divorce or of separation is granted.

Mr. Musgrave, Registrar of the Court of Probate, was the first witness. He said that in simple undefended cases the costs varied from £40 to £60. The smallest bill of costs he had found in such a case was one of £28. The average minimum bill in an undefended case was from £40 to £45. These figures applied only to London cases. If witnesses were to be brought from Lancashire the costs in a simple undefended case would be £12 or £13 more. In pauper cases only out-of-pocket costs and a small sum for clerical work were allowed. In London the total allowance in such a case would be £10 or £12. A suit was started by petition and citation in London, and the petitioner could only do this by himself or by a solicitor, and he must give an address in London for service. Replying to the Commissioners the witness said there were only about 15 pauper cases in the year. An ordinary working man could not get a divorce unless he was prepared at least to put down £15. A wife petitioning for a divorce would not be allowed to sue in forma pauperis if her husband was

earning £1 a week. She would have to get an order against her husband for security of costs. If he then failed to give such security she could move to commit him for contempt or she could go on without the security or drop the suit. He did not know of any such case in which the Court had allowed the woman to sue in forma pauperis nor of an application to be allowed to sue.

THE EVIDENCE.

Among the evidence submitted was that of Sir John Macdonnell, a Master of the Supreme Court and Professor of Comparative Law in the University of London, who laid before the Commission a memorandum on the legal history of divorce.

THE INFLUENCE OF RELIGION.

Sir John Bigham, President of the Probate, Divorce and Admiralty Division of the High Court of Justice, also gave evidence. The following passages from his testimony are extremely interesting.

Lord Guthrie.—We have had it suggested to us that permanent separation which can be obtained in Ireland produces worse effects on the spouses, on the children, and for the State than a reasonable allowance of permanent divorce. If I found that that was the case, I might modify my view. I may say that I think that religion has a very great effect in restraining application for divorce. I say so because my experience shows me that members of the Roman Catholic Church seldom come before the Court, and I attribute that fact to the great influence which their priesthood have over their congregations and to the respect which is inculcated in Roman Catholics for the marriage tie.

Apart from the religious question or the question of general policy, is there not a large number of cases coming before you in which you feel that in the interests of the spouses and of the children it is desirable that there should be permanent divorce?—Undoubtedly there is a substantial number of such cases.

You suggest that open and continuous adultery should be a ground for divorce?—Yes.

Sir John Bigham, in reply to further questions, said:—I do not want to see the marriage tie easily broken. I do not want to see it destroyed on the mere ground that the husband has made what I call accidental slips of morality, which would not, in my opinion, be nearly sufficient to justify such a drastic remedy as the breaking of the marriage tie.

Lord Guthrie.—What is your view of the English system of taking a considerable number of cases with juries and of the Scotch system of taking them before a judge?—I infinitely prefer the Scotch system. I think more injustice is done by juries than people know.

Your view, then, is that these are the typical cases which should not come before juries?—Yes; the feelings of juries are influenced by all sorts of considerations which, in the opinion of a lawyer, ought not to influence them at all.

Sir John Bigham added that he did not like the marriage of the incriminated parties after divorce.

Lord Guthrie.—Is that based on a Scriptural question?—Oh dear, no; I am not regarding this question from the Scriptural standpoint.

Is it on the ground of public policy?—Yes.

Sir Lewis Diddin.—When you say that your feeling is one of doubt as to the general wisdom of the divorce law, that, I suppose, is quite consistent with your view also that in particular cases it may be very good for the parties that a divorce should be granted?—Yes.

THE PUBLICATION OF REPORTS.

Sir George Lewis, the famous solicitor, also gave evidence. Speaking of the question of the reports of divorce cases, the witness said he was a newspaper man in the sense that his firm had represented a great many newspapers and he knew there was no desire on the part of newspaper proprietors to publish matter that was painful or indecent; but, at the same time, the subjects dealt with in the Divorce Court were disagreeable, and he had seen in many papers references which ought not to have appeared. No good object was served in publishing the quarrels and indecencies which come to light in these cases.

The Chairman.—Do you think it is of any advantage to the public to read of those cases, even though they are not indecently reported?

Sir George Lewis.—I do not see how you can report such matters without referring to incidents which are very disagreeable. It is a very painful thing for the children to read of the conduct of their parents, and it is painful also to the other relatives.

The Chairman.—But do you think the publication has any deterrent effect upon the commission of the offences for which divorce is granted?

Sir George Lewis.—No, I do not.

Intimations.

PABST EXTRACT.

THE best TONIC for keeping in perfect health in the Tropics.

It is a liquid food in predigested form, containing all the bracing, soothing and toning effects of the choicest hops. Nearly Non-alcoholic.

Highly recommended by the local medical profession in cases of Debility after Malaria, from overwork or other causes, Anemia, Nervousness or Dyspepsia. Samples on application.

ALSO JUST RECEIVED—

PABST (American) BEER, in barrels of 120 bottles. In view of the arrival of the American fleet in a few days, please order early, as our stock is limited.

SIEMSEN & CO.,

Agents.

Hongkong, 13th December, 1909.

Public Companies.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the THIRTY-SEVENTH ORDINARY YEARLY MEETING of the Society will be held at its Head Office, No. 2 Queen's Buildings, Hongkong, on WEDNESDAY, the 13th April, 1910, at Noon, for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1909, and of declaring Dividends, &c.

The TRANSFER BOOKS of the Society will be CLOSED from 3rd April to the 13th April, both days inclusive.

By Order of the Board,

C. MONTAGUE EDE,

Secretary.

Hongkong, 23rd March, 1910.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the FORTY-FOURTH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, No. 2 Queen's Buildings, Hongkong, on WEDNESDAY, the 13th April, 1910, at 12.30 P.M., for the purpose of receiving the Report of the Directors, together with the Statements of Account to 31st December, 1909, and of declaring dividends, &c.

The TRANSFER BOOKS of the Company will be CLOSED from 3rd April to the 13th April, both days inclusive.

By Order of the Board,

C. MONTAGUE EDE,

Secretary.

Hongkong, 23rd March, 1910.

Notice of Firm.

CHARGEURS REUNIS.

BY Mutual Agreement between the Compagnie des Messageries Maritimes and the Compagnie des Chargeurs Reunis, the HONGKONG AGENCY of the CHARGEURS REUNIS will, from the 1st January, 1910, be transferred to Messrs. P. A. LAPICQUE & CO. (Queen's Building No. 4).

CHARGEURS REUNIS,

P. A. LAPICQUE & CO.,

Agents.

MESSAGERIES MARITIMES,

P. THOMAS,

Agent.

Hongkong, 29th December, 1909.

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVENUE,"

FROM ANTWERP, MIDDLESBRO,

LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 5th prox., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 2nd March, 1910.

FROM EUROPE.

THE H. A. L. Steamship

"ALEXIA,"

Captain Habé, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th instant, at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 25th March, 1910.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "ERROLL,"

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, and Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd prox. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 25th prox., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st prox., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LIMITED,

Agents.

Hongkong, 26th March, 1910.

Consignees.

NORDEUTSCHER LLOYD, BREMEN; IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"FRINZ LUDWIG,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th of March, will be subject to rent.</

Intimation.



A. S. WATSON & CO.,

LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER
MANUFACTURERS.

SPECIALITIES:

DRY GINGER ALE.
LIME FRUIT CHAM-
PAGNE.
ORANGE CHAMPAGNE.
STONE GINGER BEER

PALATABLE
AND
REFRESHING.

Watson's

FRUIT SYRUPS

mixed with aerated or plain water
make excellent refreshing beverages.

Guaranteed to be made from the
pure juice of sound ripe fruit.

A. S. WATSON & CO

LIMITED.

HONGKONG and KOWLOON

Hongkong, 21st March 1910

NOTICE.

All communications intended for publication in
"The HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Ice House Road, and
should be accompanied by the Writer's Name and
Address.

Ordinary business communications should be addressed
to The Manager.

The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE)

DAILY—36 per annum.
WHOLESALE—\$18 per annum.
The rates per quarter and per annum, proportional
Subscriptions for any period less than one month
will be charged as for a full month.
The daily issue is delivered free when the address is
accessible to messenger. Peak subscribers can have
their copies delivered at their residences without
any extra charge. On copies sent by post, an
additional \$1.50 per quarter is charged for postage.
The postage on the weekly issue to any part of the
world is 30 cents per quarter.
Single Copies, Daily, ten cents. Weekly, twenty-
five cents (for cash only).

DEATH.

On March 22, 1910, at Soochow, the Rev.
Hampton C. Du Bose, D.D., of the South
Presbyterian Mission, in the sixty-fifth year of
his age.

The Hongkong Telegraph

HONGKONG, MONDAY, MARCH 28, 1910.

THE HUMBLE HONGKONG SHAREHOLDER.

It has always seemed to us that the dis-
inclination of shareholders in Hongkong
public companies to elucidate facts which
may seem obscure to them in matters relat-
ing to the enterprises in which they are
monetarily interested, is an unfortunate atti-
tude from many points of view. While the
shareholder is naturally concerned about his
dividend first and foremost, there are com-
panies in Hongkong which are really public
concerns in the widest sense and by their
success or otherwise can the prosperity of
the Colony be measured. For example it is
of prime interest to others besides investors
and speculators to understand the position
of the commercial position of
"docks" and, indeed, to be able to say whe-
ther the Colony as a whole is retreating or
advancing. Outsiders scan the annual and
half-yearly company reports with as much
keenness as the main body of the proprie-
tors and they read the chairman's speech de-
livered at the annual meeting in the hope
that the usual vague statistical statement
may be illumined by the inside knowledge
of the directors. But how often do we find

the chairman of a company's directors offer-
ing explanatory comments on the cut and
dried annual report? All the chairman says,
in effect, to the five or six shareholders who
have been cajoled from the club or the
counting house or trusted away from a friend-
ly confab with a bosom friend is—"The re-
port and accounts having been in your
hands," etc., winding up with, "Dividend
warrants may be had on application," and
the meeting is at an end. Not only so, but
nobody has asked a question. Nobody would
be so audacious as to ask a question. As
for offering suggestions to the board of direc-
tors that seems to be regarded as a sort of
"discourtesy," and no one is to be found in
Hongkong with sufficient temerity to violate
what may be described as one of the un-
written laws of trade. Yet one has only to
stroll half a hundred yards from the meeting
to find that there are people who wished to
find out the truth about this, that or the next
transaction, to pierce the veil of mystery
hanging over the various items in those
wonderful balance sheets which are as silent
as the Sphinx so far as giving away informa-
tion gratuitously is concerned, to discover
the meaning of one or other position taken up
by the directors. They say so themselves;
in a manner of speaking they have come to
the meeting prepared to have light
shed on abstruse points and at the last
moment they have quailed and shrunk
into their boots; their courage has been of
the puerile order. Of course we do not
entirely blame them for their pusillanimity
—not in the very slightest. They have
spoken their minds to other shareholders and
have possibly been led to expect that each
and all of them has been incidentally seeking
for information, and incidentally bent on de-
preciating the labour of the directors. And
what happens? On arriving at the meeting
they find not a body of business-like individ-
uals all intent on dealing with a business
matter in a business way—not at all. They
find a happy little family party, all gathered
round a merry little table, and they also find
a dainty little piece of paper thrust into their
hands which informs them that they will
have the honour of proposing or seconding
some vote of little or no importance. And
then the sap is taken out of their bones.
What are they to do? Is it to be expected
that they desire to fly as the stormy
petrels whose presence clouds a summer's
day? So the meeting passes off amidst the
utmost harmony and everybody professes to
be delighted. In reality few, if any, of the
ordinary shareholders really comprehend the
terms of the balance sheet. They know that
they have or have not got a dividend which
may or may not be satisfactory, but the way
or wherefore is beyond them. The chairman
has said a few words in dulcet tones and
there the matter ends for another six months,
when the farce is repeated with the same
cast, as before, the same old story slightly
paraphrased to suit the occasion and the
same old notions indicative of appreciation
and regard. True, there are one or two of
the more important concerns in the Colony
which make it their business to take the
shareholder into their complete confidence,
but they are in the minority. As a matter of
fact it is not the directors who are to blame
but the shareholders themselves, who are too
apathetic to look after their own interests.
Contrast the procedure at a company meet-
ing in Hongkong with one in Shanghai or
Singapore. The difference is so wonderful
as to be amazing. In Shanghai, especially,
there is no taking things for granted—every
man wishes to know the exact situation for
himself. Sometimes the meetings may be
rather stormy at the moment, but that soon
passes, and the harmony which is the out-
come of knowledge reigns supreme, because
everybody has either been satisfied or
sees his way to obtaining satis-
faction. These remarks have been suggested
to some extent by a perusal of recent
company meetings held in Hongkong as
compared with meetings of like importance
held in Shanghai. Take the case of the
Hongkong Hotel Company, Ltd. We should
have expected to hear something about the
effect of last year's legislation on the receipts
of one of the most profitable and important
departments of the hotel business. We
allude, of course, to the imposition of license
dues in September last. All that we are told
about that interesting point is: It is particu-
larly gratifying that receipts for the half year
have been better than they appear, especial-
ly "when it is borne in mind that our profits
nowadays are derived, more than was for-
merly the case, from what may be termed
legitimate business of a hotel, viz., the
accommodation of travellers as distinct
from bar traffic, which in bye-gone days
yielded such handsome revenues." That
is cold comfort for the shareholder, and
it is not very lucid to the mind of the aver-
age Hongkong resident. For whatever the
directors may think, the fortunes of the
Hongkong Hotel Company have a decided
interest to the Colony generally. It may
be impertinence on their part to poke
their noses into other people's business,
but the fact remains that the Hong-
kong Hotel is in the nature of an insti-
tution by which the progress and attrac-
tiveness of the Colony may to a certain extent
be gauged. The operation of the Liquors
Ordinance is of vital importance to Hong-

kong and we should think that the direc-
tors of the Hongkong Hotel would be
in a position to give valuable informa-
tion on the subject. However, they
know their own business best, but we
do think that some of the shareholders
might have asked a question on the point,
if only out of sheer curiosity. Certainly at
a similar gathering, in Shanghai, where a
company was engaged in vast operations,
extending their premises at great expense,
we fancy there would have been in-
quiries made. But, as we have said, the
Hongkong shareholder is a very humble
person, something like the lamented Uriah
Heep, and so long as he remains content to
say "thank you" for the crumbs which fall
from the directors' table he is not likely to
be burdened with a superfluity of informa-
tion concerning his own personal interests.

LOCAL AND GENERAL.

THE Italian Cabinet has resigned, anticipating
defeat on the shipping subsidies question.

A number of gamblers were each fined \$3 at
the Magistracy this morning for taking part in a
flouter at Shan-ki-wan. The keeper had to pay
\$20.

THE French Senate has passed the duties
imposed by the Chamber of Deputies upon
yarns and textiles of flax, hemp, ramie, jute
and cotton wool.

An official telegram received by the Japanese
Foreign Office says that the Siamese Govern-
ment has decided to open an exhibition relat-
ing to agricultural products and commodities
at Bangkok in April.

ONE year's hard labour and four hours' stocks
was the punishment meted out to two Chinese
at the Magistracy this morning for returning
from banishment. One of the men had been
banished no less than three times.

MR. Alexander Montgomery Bruce, of 2,
Poworth terrace, Edinburgh, formerly of the
Hongkong and Shanghai Banking Corporation,
eldest son of the late Major-General A.
A. Bruce, left personally valued at £21,950.

MR. F. S. A. Bourne, C. M. G., read a paper
entitled "The Condition of China, with An-
alogues from England and Japan," at a meet-
ing of the China Society in Caxton Hall on
10th inst. Mr. C. S. Addis presided.

THE Chinese Engineering & Mining Co., Ltd.,
announces that the total output of the Com-
pany's three mines for the week ending March
12, 1910, amounted to 25,387.87 tons and the
sales during the same period to 25,730.75 tons.

A CHINESE was this morning charged with re-
ceiving a gold watch in the Colony, "knowing
the same to have been stolen. The man was
recently in hiding in Macao, from which place
he was extradited on Saturday. The case was
remanded.

AT Hankow on the 18th inst. while a blue-
jacket from H. M. S. *Clio* was affixing a flag to
a branch of a tree in Mr. Hemming's garden,
he fell to the ground, a distance of 30 feet. He
was picked up unconscious and was removed
immediately to hospital.

RICE shippers in Hongkong are experiencing
much difficulty in getting their cargoes of rice
away while the present favourable freight
market rates are ruling. There have been
very few ships in port during the past fortnight.
The influx of steamers from Singapore during
the next few days is expected to tend to bring
prices down a little.

A WILD scene occurred at the dissolution of
the Hungarian Chamber. The Opposition de-
clared that the dissolution was illegal and threw
books and inkpots about. The Premier, Dr. A.
Wekerle, was injured in the face by a book and
the Minister of Agriculture, Dr. Ignaz de
Daraent, was badly cut by an inkpot. A sur-
geon attended to the injured on the spot.

MR. M. J. Patell, a Parsi merchant and the
sole proprietor of Messrs. Patell and Co., Cal-
cutta, Hongkong, Canton and Hankow, was
entertained to dinner at the Zoroastrian Club
on Saturday, the 26th inst., on the occasion
of his leaving the Colony on holiday. He was
also presented with a fine carved silver flower
holder by the Chairman, Mr. F. P. Schloff, on
behalf of the members as a token of their ap-
preciation of his generous support to the club.

ONE of the most popular officers in the Navy
is about to retire into private life in the person
of Admiral Sir Edward Seymour. The Admiral
will be seventy in May, his career in the Navy
having commenced as far back as 1852. As a
midshipman on the old paddle-wheel frigate,
the *Verrill*, he took part in the bombard-
ment of Odessa and Sebastopol. Only a few
years later he was in command of a launch of
the *Calcutta* when it was sunk during the
Chinese war of 1857-58; while in more recent
times his work during the Boxer rebellion will
be remembered by everyone.

THE Bangkok Daily Mail of 16th inst. says:—
By the S. S. *Nuenting* there arrived to-day from
China twenty members of an Anti-Opium
Smoking League together with their servants.
They were all wearing the uniform of their
league and proceeded under police escort to
the local Government where they will receive
special passports exempting them from pay-
ment of the Chinese head tax, as they will
return to China shortly after preaching to their
fellow countrymen in Siam and establishing an
anti-opium smoking League in Siam. We
learn that these enthusiasts are composed of
young men, sons of rich townships, all of them
well educated and working for the enlighten-
ment on the lines of western progress, of their
country.

For the Police.

STREET TRAFFIC IN HONGKONG.

INCONVENIENCES AND ABUSES.

(Specially written for the "Hongkong Telegraph.")

In these days when the Colony is visited by
thousands of tourists and globe-trotters in the
course of the year, one is very often called
upon to listen to complaints by those visitors
concerning the lack of proper regulation of
traffic so apparent to the eye of him who comes
from well-ordered cities in Europe, Australia
or the United States of America. Nor are
such complaints put forward without justice.
They are indeed well merited by the slack-
ness of the system that permits room for them.
The street traffic regulations of Hongkong
are worse than in any other city in the Far East.
From Bombay to Hakodate nothing like their
equal in inferiority is to be found.

Of course it can, and no doubt will be, urged
in extenuation of this state of matters that
Hongkong suffers under difficulties of situation
and physical disabilities which other great ports
like Singapore and Shanghai are not called
upon to grapple. In these two Settlements
they are blessed with a flat country,
GREAT WIDE ROADS,
and greater breathing space in contrast
to the restricted limitations of this city,
clinging as it does to the side of the
precipitous Peak with but little available area
between the hill-bottom and the water-edge.
Even after a goodly portion of reclamation land
had been fished from the harbour, the flat
tract so fashioned was but a narrow strip so
that it is not to be wondered at that the streets
originally laid out along the curvature of
the water-front should have been
narrow, tortuous and somewhat higgledy-
piggledy in the arrangement, the one to the
other.

In the early days of the Colony's history
when the number of inhabitants was still com-
paratively small, there was sufficient pedestrian
and vehicular traffic accommodation to satisfy
all requirements, but as the population went
on growing by leaps and bounds, the main
streets got more congested every day; and
now, when there are some 300,000 persons
resident in the city, such thoroughfares as
Queen's Road, Bonham Strand, Wing Lok Street
and Jervoy Street, with many of their con-
vergent arteries, are so congested at the busiest
times of the day that

NO SEMBLANCE OF ORDER
can be said to exist in the passing traffic. No
one expects the Government to make land in
order to widen those ancient thoroughfares, but
one thing the ratepayer has a right to demand
is a much improved system of street regulation.
At one time it was the exception to see Euro-
pean civilians on foot—except in the very
heart of the city, the convenient ricksha being
ubiquitous.

But things are changed nowadays. The
throngs of tourists and other visitors who
annually visit our shores appear to find no
greater pleasure than in promenadeing Queen's
Road in the evenings when darkness has
fallen and the myriad shops along the
street length with their wealth of gold and
silver, silk and ivory, jade-stone and diamond,
and novel curios from the craftsman's bench—
are brilliant with light and colour, and every
merchant is agog with instinctive readiness for
sale or barter.

To obtain a view of the resplendent windows
it is necessary to stroll along the pavements,
but so dense sometimes is the crush of pedes-
trians that it is quite a common sight to see a
lady or group of ladies hustled or
FORCED OFF THE PAVEMENT.
It should be explained that most of the pedes-
trians are of the coolie class. Needless to say,
no Chinese of culture and education would
dream of abusing the pedestrian rights of the
pavement. But the coolies dawdle along the
sidewalks in shoals, taking up their whole
breadth, and standing to stare with mouths
agape at anything new or strange that hap-
pens to catch the eye and damming the con-
stant stream of traffic.

In any big city in Europe or America all
pavement traffic is regulated, so that people
walking in one direction keep to the one side
of the path whilst those going in the opposite
way keep to the other. It is in his right-hand
side of the pavement on which the pedestrian
must walk. Custom differs in some other
countries, but there is always a definite rule
laid down in each place. Some such regulation
might well be enforced in Hongkong, whose
narrow streets render it doubly imperative if
one is to walk with any degree of comfort on the
public streets. Another matter requiring urgent
POLICE ATTENTION

is the objectionable practice of coolies carrying
loads or dangerously swinging bamboos on the
sidewalk instead of on the street; or of
wearing their big wide hats as they press
along the path instead of taking them off and
carrying them by their sides. These practices
all come within the meaning of Police offences,
but the trouble is that enough is not done to
enforce their discontinuance.

Furious driving of rickshaws down such nar-
row and crowded thoroughfares as Ice House
Street is another type of street abuse and
dangerous to the public as well. There may
be cited the unmitigated nuisance caused
by overloaded hand-carts. It is an everyday
thing for one of these lumbering and unwieldy
vehicles to get stuck across the tramway line or
Queen's Road, the coolies impatient to move it
owing to the excessive load conveyed. This
should be easily rectified.

Another complaint is often heard about
householders in the tenement houses fronting
on the main street being permitted, apparently
with impunity to discharge foul water in a
deluge from the top verandahs right down into
the street, with woful results to the unfortunate
pedestrian who may happen to be stepping
across to the other side at that place and time.
All these are matters which require Police
control. As it well known, the Force is numer-
ically far below the strength which the state of
crime in the Colony demands, even now, so it
behoves the authorities to set their house in
order at the very earliest possible moment.

PIRACY OF RICE JUNK.

REPRESENTATIONS FROM HONGKONG.

[From Our Own Correspondent.]

Canton, 26th March.
The Canton Self-Government Society has re-
ceived a joint letter from the well-known firm
of rice merchants, Yuen Fat Hong, and others of
Hongkong informing the Society of the fre-
quent occurrence of piracy of junks laden with
cargoes of rice during the past month. The
Self-Government Society accordingly addressed
a memorial to the Viceroy asking him to give
strict orders to his subordinates to provide
adequate protection to the interests of the rice
merchants, which does not only mean benefi-
of the merchants themselves but to all the
Chinese inhabitants in Southern China who
depend greatly on their regular supplies of the
staple commodity for their sustenance.

EX-LURON'S MISCONDUCT.

SNATCHED WHISTLE FROM EUROPEAN CONSTABLE.

Before Mr. J. R. Wood, Second, Police
Magistrate, in the Police Court this morning,
P. C. Altwell charged two Chinese with ob-
struction of the public roadway and assault,
respectively. The facts connected with the
case are somewhat peculiar. It appears that
the P. C. saw one of the men drying fish and
clothes in Keswick Street, near the Cotton
Mills, to the detriment of the traffic and as
the man had been subjected to repeated
warnings against the undesirable practice, he
proceeded to arrest the man. He had no sooner
laid his hands on the delinquent than three
men, including the other defendant, ap-
proached the constable and began to obstruct
him in the execution of his duty. One of the
men snatched the policeman's whistle while two
of the desperadoes harassed him in various
ways, and by way of adding a finishing touch
to the strange scene, the other defendant,
who is supposed to be a prominent member
of the Triad Society, hit the policeman
on the arm. Two of the constable's as-
sailants succeeded in making good their
escape but the other two were less fortu-
nate and soon found themselves being escorted
to headquarters by the doughty policeman.
This morning they appeared before Mr. J. R.
Wood and the case was remanded, bail being
allowed in the sums of \$25 and \$5.

CHINA IN THE COMMONS.

OPIMUM SUPPRESSION IN KUCHING.

(March 1.) Sir M. Stewart asked the Secretary
of State for Foreign Affairs whether an official
reply had been received from His Majesty's
Minister at Peking in regard to the incident at
Kuching in the matter of opium suppression,
referred to in his letter to the Archbishop of
Canterbury dated Dec. 15, 1909; and whether
he held out hope that the proclamation of
the Kuching Magistrates ordering the
opium shops to be closed, would be
sustained and enforced.

Sir E. Grey: A report has been received
from His Majesty's Minister at Peking from
which it appears that the statements made in
regard to the action of His Majesty's Consul
at Fochow respecting the closing of opium shops
in the district of Kuching are in many respects
inaccurate. After further consideration of the
circumstances, the Consul, with the concur-
rence of His Majesty's Minister, decided
to take no further action in the matter,
and it appears on recent inquiry that, as far
as can be ascertained, all shop dealing in
either foreign or native opium in Kuching are
now closed.

CHINESE PORK.

(1st.) Mr. Burns informed Mr. Fell that the
whole of the cargo of Chinese pork which was
landed in London last July had been inspected.
Of the 4,443 carcasses 391 were condemned by
the inspectors, and 4,251 were passed as fit for
consumption. Two further cargoes of pigs
from China arrived in London in January
but it was found on inspection that the pork
did not comply with the requirements of the
foreign meat regulations and notice was served
forbidding the removal of the meat for any
purpose other than exportation. He had no
definite evidence as to where the pork had
gone. He had not received any formal notice
of the arrival of Chinese pork at Liverpool,
but in any event such cargoes would be dealt
with by the local medical officer of health
under the regulations.

LINGGI PLANTATIONS.

PROSPECTIVE DIVIDENDS.

This Company was formed in 1895 as the
Linggi Liberian Coffee Company, Limited, to
acquire a property in the Malay Peninsula,
but in 1905 the name was changed as above.
Additional properties were acquired in 1907,
and the total area now owned exceeds 8,070
acres, of which 4,192 are under cultivation.
The capital is £100,000, of which 900,000
fully-paid 25 shares have been issued. Divi-
dends have been paid as follows: 1905, 15 per
cent; 1907, 20 per cent; 1908, 50 per cent; 1909,
first and second interim dividends aggregating
65 per cent. The output for last year was about
510,000 lbs., and, estimating the profit at 5s.
per lb., there should be a total dividend of at
least 100 per cent for last year, while the market
estimate is even higher. At the present price of
42s. this would give a yield of over 5 per cent,
apart from prospective value. The approximate
number of trees is 900,000. The final dividend
for last year is not due till next May, so that it
is quite possible that another interim distribu-
tion will be forthcoming prior to that date.
The estimated output of dry rubber for 1901
is approximately 850,000 lbs. The estimate for
1909 was 425,500 lbs. and there was harvested,
as already stated, approximately 517,000 lbs.—
Financial World.

HONGKONG FOOTBALL CHAL- LENGE SHIELD.

NAVAL YARD vs. BUFFS.

The re-play of the shield final between the
above teams took place on Saturday afternoon
at the Hongkong Football Club Ground be-
fore a huge gathering of spectators. The Buffs
again played without Ruler, his place being
taken by another. A good game was witness-
ed, but it was not quite as interesting as the
first match.

The officials were:—Mr. A. Gregory, referee;
Messrs. Barlow and A. Hamilton, linesmen;
and Messrs. J. McCubbin and Bishop, goal
judges.

The teams lined up as follows:—
Buffs: Black (Goal), Cloke and Baldry (Full-
backs), Dare, Wren and Cooper (Halfbacks),
Downs, Brewster, Taylor, Ryan and Barker
(Forwards).
N. Y. Ryall (Goal), Joughin and Harding
(Fullbacks), Anderson, Brown and Macey
(Halfbacks), Wilks, Watkins, Read, Sullivan
and Dalziel (Forwards).

The soldiers won the toss and the Naval-
men opened the game with Reid playing the
leather well into their opponent's territory. The
Buffs resisted the attack and sent the leather
away. A foul was given against the soldiers,
and this put the ball up in the Buffs' grounds
again, when a few shots were tried but Black
saved them well. The ball was now well
placed to the centre where the Buffs got posses-
sion of the sphere and passed it to Blower
who sent it to Taylor. The latter scored
the first goal for the soldiers. On the re-play
the Yardeners attacked well, but the Buffs' full-
backs did not give any chances, in spite of
which a corner was forced. This was
well centred and Black had a rough time in
saving shots, one after another. After a little
scrambling the ball was taken down to the
Yardeners' grounds and an attempt was made
by Brewster which was easily shielded by
Ryall. The sphere remained at the Naval-
men's grounds for some time and a free kick was
awarded the Buffs for hands. This was taken
by Cooper who placed it well at the goal mouth.
Brewster made a rush in and scored the second
goal. The Yardeners tried time after time to
score but nothing resulted, their shots going
too wide every time. The whistle now sounded
for half time with the score:—

Buffs 2

Naval Yard 0

The second half of play was similar to that of
the first. The ball remained at the Yardeners'
quarters for a long while. Their fullbacks played
an excellent game in saving shots. Reid
now took the ball up and it was soon sent
down again. A good combination game was
put up by the Buffs in which Taylor got the
credit of scoring the third goal. The Buffs kept
on attacking till the end and Brewster scored
the fourth and last goal for the soldiers. The
Yardeners now seemed to buck up and their play
was excellent. Sullivan passed the ball to
Watkins; the latter sent in a stinger, but the
goalkeeper Black cleared it well. Dalziel then
made a rush in, and scored the first and only
goal for the Yardeners. The whistle then
sounded for time. The final scores were:—

Buffs 4

Naval Yard 1

At the conclusion of the match the presen-
tation of the Shield and Medals took place.

Hon. Mr. W. J. Gresson said he had
pleasure in congratulating the Buffs on
winning the Shield, and he hoped that wherever
they went they would be equally successful.
They had played an excellent game of football
that afternoon, and he was sure that their victory
made up for the bad luck they experienced in
the previous final. The Naval Yard had also
played a fine game, but not so good as at the
last match.

After this Mrs. Gresson presented the
"Shield" to Wren, Captain of the Buffs' team,
and the "Cup" to Brown, captain of the Naval
Yard team. After doing so she handed a gold
medal to each player of the Military team and
silver ones to each of the Yardeners.
The ceremony ended with three ringing
cheers and a "tiger" for Mrs. Gresson.

CANTON DAY BY DAY.

MACAO'S RIVAL.

[From Our Own Correspondent.]

Canton, 26th March.
H. E. Tang Shao Yi, who is a native of
Heungshan and who recently retired from his
official position at Peking, visited the new port
of Heungchow on the 21st inst. H. E. Tang
was highly pleased on finding that development
work was proceeding with considerable energy.
To testify to his personal interest in the scheme
he entered into a contract with the owners of
the land for a piece of ground measuring 100
chings, on which he will build a house for his own
residence.

A MURDER RECALLED.

With reference to the murder of Taotai Lau
Sze Koo in Canton last year, the rewards offer-
ed by the Viceroy and other officials for the
apprehension of the culprits implicated in the
outrage have now reached a total of \$24,000 in
all.

THEATRE LEASE.

The lease of the Lok Shiu Theatre in the
western suburb having expired, the Provincial
Educational Commissioner has issued a notifi-
cation inviting tenders which will be opened
on the 31st inst. for the coming year, the
reserve rental being \$44,000.

NAMHOI MAGISTRATE.

The new Namhoi Magistrate, Wong Ting,
is instructed by the Viceroy to assume charge
of office on the 24th day of the 1st moon instead
of on the 1st day of the next moon as reported.

SMUGGLERS SENTENCED.

The two men named Tam Ah Kin and Tam
Ah Shun, who were arrested last year for
smuggling dynamite from Hongkong to Canton,
have been sentenced by the Viceroy to impris-
onment for a term of five years each.

PROMOTION.

A telegram has been received from Peking
that the present Tartar General at Canton, H.
Z. Tsung Ki, will probably be transferred to
the province of Anhui as Governor of that
province.

HONGKONG REGATTA.

SUCCESSFUL AFTERNOON'S ROWING

Patrons: His Excellency Sir Frederick Lugard, K.C.M.G., C.B., D.S.O.; His Excellency Major-General Broadwood, C.B., D.S.O.; Commodore H. Lyon, R.N.

Stewards: Mr. J. I. Andrew, Sir. Henry Berkeley, K.C., Lt.-Colonel Bayard, D.S.O.; Hon. Mr. F. J. Badesley, Sir C. P. Chater, C.M.G.; Hon. Mr. W. Calham, C.M.G., Lt.-Col. Chamber, C.M.G.; Hon. Mr. W. Ross Davies, Mr. R. M. Dyer, Hon. Mr. W. J. Gesson, Mr. H. H. J. Gompertz, Hon. Mr. E. A. Hewett, Mr. D. R. Law, Sir Henry May, K.C.M.G., Lt.-Col. Prior, Hon. Mr. Murray Stewart, Col. St. John, Mr. J. R. M. Smith, and Mr. R. Shewas.

Committee:—Lt. Beckwith, R.N., Mr. R. L. Bridger, Dr. F. W. Clark, Mr. G. A. Caldwell, Hon. Com. Basil R. H. Taylor, R.N. (Chairman), Mr. A. Denison, Mr. C. H. Gale, Mr. E. M. Hazeland, Mr. M. McIver, Mr. H. G. White, Mr. F. A. Mackintosh, Mr. A. B. Pollock, Mr. A. Rodger, and Mr. G. G. Wood.

Judges:—Mr. R. L. Bridger, Mr. F. A. Mackintosh and Mr. A. Rodger.

Umpires:—Dr. G. H. L. Fitzwilliams and Mr. G. L. Dougan.

Starter:—Mr. W. Hutton Potts.

Time-keepers:—Mr. J. A. Lyon and Mr. C. Buij.

Convenor:—Mr. M. A. de Souza.

Sailing and Motor Races:—Starter: Mr. E. F. Gibson. Judges:—Mr. M. McIver and Mr. E. M. Hazeland.

Hon. Secretary:—Mr. Frank Lammett.

Hon. Treasurer:—Lt.-Col. A. Chapman.

The Hongkong Regatta, which was to have been held on the 12th inst., but was postponed on account of the inclemency of the weather, was brought off on Saturday last at North Point, off Fenwick's reclamation, the ground being kindly lent for the occasion for the erection of the grand stand for the accommodation of the spectators. In the early part of the afternoon the contestants in the various events had to contend against a somewhat choppy sea and wind, but as the afternoon wore on the weather improved and the course from Keller's Island to North Point offered better conditions for racing.

The numerous counter-attractions in football and cricket the same afternoon were responsible for the paucity of the attendance; the small number of the spectators must have been a discouraging factor to the promoters, all of whom, in particular the honorary secretary (Mr. Frank Lammett), worked hard to make the meeting a complete success.

We append below the details of the results of the day's rowing:—

1st Race: JUNIOR FOURS—Open to all not competing in senior pairs or Hongkong Challenge Cup. Distance, one mile.

Only two boats started, the R.H.K.Y.C. crew did not contest the honours of the race. "Tony" Carroll's boat was the more favoured. From the start he showed to the front and out-distancing Barros' boat over the course Carroll won comfortably with several lengths to spare. Time: 7m. 24 sec.

Station No. 1—Red.—First.

St.	Lbs.
Bow—H. C. Sayer	9
2—C. A. C. Rodrigues	10
3—F. L. da Rosa	10
Stroke—A. H. Carroll	10
Cox—W. J. Carroll	8

Station No. 2—White.—Second.

St.	Lbs.
Bow—E. Calvari	10
2—J. M. C. Lopes	9
3—A. A. Carvalho	11
Stroke—A. V. Barros	11
Cox—R. A. Carvalho	9

2nd Race: MEN-O-WAR GIGS AND WHALERS. Service boats and conditions. Distance one mile.

The result of this race which produced an exciting finish was as follows:—

H.M.S. Kent's Galleys. Distance 1 mile.

H.M.S. Albatross's Galleys. Distance 1 mile.

Two boats competed for this race. After Musso's prowess at the recent V.R.C. regatta he was looked upon as the sure winner. The result justified the opinion. At the start Pollock secured a lead of a few lengths and held it over a good distance of the course. Musso and Bell did not relax their determination to overhail their competitors with the result that an intensely exciting finish was provided the spectators. When the gun went Musso's boat was hardly a length in front of Pollock. It was a finely contested race. Time: 8m. 17 sec.

Station No. 3—White.—First.

St.	Lbs.
Bow—S. Bell	12
Stroke—L. A. Musso	11
Cox—H. Pettley	8

Station No. 4—Red.—Second.

St.	Lbs.
Bow—J. Forbes	11
Stroke—A. B. Pollock	11
Cox—W. J. Carroll	8

4th Race: NATHAN CHALLENGE CUP.—For four oars. Limited to residents of Hongkong. Each crew to be drawn from a single unit, defined as a Regiment, ship, Corps, Volunteers, a firm, or any other body of gentlemen working together at the same profession or calling. If any of the above unit are not strong enough to provide a complete crew, then any combination of two similar units may be made. A club is not included in the definition of a unit. Distance 4 miles.

Four crews entered, but the Civil Service boat was not seen at the starting point as they had scratched sometime ago. When the boats came into view after passing the Island it was seen that the "Blue" (Kent) had a slight advantage over the "Yellow" (Volunteers). "Tony" Carroll made grand efforts to overtake his naval rivals but the Handy-men had a superior crew and were never threatened in the race, winning in easy style by about two lengths from H.M.S. Bedford's crew, who towed in

second through the Volunteers stopping before the line was crossed to the finish. Time: 7m. 34 sec.

Station No. 3—Blue First.

H.M.S. "KENT."

St.	Lbs.
Bow—Sub-Lt. M. Williams	11
2—Lieut. M. E. Highton	12
3—Lieut. R. S. Sneyd	12
Stroke—Rev. H. S. Crole Rees	11
Cox—Asst. Paym B. A. Stinton	8

Station No. 2—White.—Second.

H.M.S. "BEDFORD."

St.	Lbs.
Bow—Lieut. C. Douglas	10
2—Sub-Lieut. F. Bridgman	11
3—Lieut. E. Wharton	10
Stroke—Sub-Lieut. D. Brodie	10
Cox—Com. Trewhy	4

Station No. 4—Yellow.—Third.

HONGKONG VOLUNTEERS.

St.	Lbs.
Bow—Corpl. H. C. Sayer	9
2—Gunner C. A. C. Rodrigues	10
3—Gunner A. A. Carvalho	11
Stroke—Sapper A. H. Carroll	10
Cox—W. J. Carroll	8

5th Race: THE BROWN CHALLENGE CUP.—Open to the European Garrison of Hongkong by Regiments or Corps in six-oared gigs.

Distance 1 mile.

Royal Engineers. Distance 1 mile.

The Buffs. Distance 1 mile.

7th Co. R. G. A. Distance 1 mile.

Time: 7m. 23-25 sec.

6th Race: OFFICERS' GIGS AND WHALERS.—Open to officers of the Fleet in gigs or whalers. Distance 1 mile.

Three boats competed; they were from H. M. S. Bedford, Kent and Minotaur, and they finished in the following order:—

Kent. Distance 1 mile.

Bedford. Distance 1 mile.

Minotaur. Distance 1 mile.

7th Race: HONGKONG CHALLENGE CUP.—Open to crews representing any amateur Rowing Club.

The healthy rivalry maintained between the two local Clubs invested this race with special interest and the result was watched with keen anticipation. As soon as the competing crews came within the spectators' view, the "white" of the C. Y. C. was seen to command the lead which it retained to the end. Time: 6m. 52-55 sec.

Station No. 2—White.—First.

St.	Lbs.
Bow—G. J. Cooke	11
2—D. MacCrae	10
3—J. Forbes	11
Stroke—A. B. Pollock	11
Cox—W. J. Carroll	8

Station No. 1—Red.—Second.

St.	Lbs.
Bow—J. Alves	10
2—R. Galuzzi	10
3—S. Bell	10
Stroke—L. A. Musso	11
Cox—H. Pettley	8

8th Race: MEN-O-WAR CUTTERS. Service boats and conditions. Distance 1 mile.

There were seven entrants, from H. M. S. Kent, Bedford, and Minotaur, respectively. The flagship's cutter was not placed. The result was:—

Kent. Distance 1 mile.

Bedford. Distance 1 mile.

Kent. Distance 1 mile.

9th Race: GRIFFIN FOURS. Open to members of R.H.K.Y.C., C.Y.C., and V.R.C., who have not competed in any regatta previous to the Victoria Regatta, December 1909, and who are not competing in any race in this Regatta. Distance 1 mile.

No crew entered for this event, which was accordingly abandoned.

10th Race: JUNIOR PAIRS.—Conditions as per race No. 1. Distance 1 mile. "Tony" Carroll again won from Barros.

Station No. 1—Red.—First.

St.	Lbs.
Bow—F. L. da Rosa	10
Stroke—A. H. Carroll	10
Cox—W. J. Carroll	8

Station No. 2—White.—Second.

St.	Lbs.
Bow—E. Calvari	10
Stroke—A. V. Barros	11
Cox—R. A. Carvalho	9

YACHT RACES.

HANDICAP CLASS.—Course—Lyemun Beacon (Port), Cust Rock (Port), Channel Rocks (Port) and in. About 9 miles. Two prizes.

Mr. Tooker's *Vernon*. Distance 1 mile.

Mr. Denison's *Erin*. Distance 1 mile.

Messrs. Mackay and Coombe's *Corina*. Distance 1 mile.

ONE DAY NON CLASS.—One prize for first boat of each class. Course—Channel Rocks (Port), Kowloon Rock (Port), Meyer's East Buoy (Starboard) and in. 6 miles.

R.H.K.Y.C.

Mr. A. B. Rowe's *Halcyon*. Distance 1 mile.

H.K.C.Y.C. GALE CLASS.

Messrs. Rodger and Wiche's *Astoria*. Distance 1 mile.

H.K.C.Y.C. HAYWARD HAYS.

Mr. Neilson's *Lisa*. Distance 1 mile.

MOTOR BOAT RACE.—Course—Starting line as for yacht races. Channel Rocks (Port), Kowloon Rock (Port), Channel Rocks (Starboard), Cust Rock Buoy (Port) Meyer's East Buoy (Starboard) and across the starting line from east to west. 8 statute miles. Two prizes.

Corinthia. Distance 1 mile.

Jeon. Distance 1 mile.

Miss Lyon presented the prizes at the conclusion of the races. She was afterwards presented by Hon. Com. Basil Taylor with a beautiful bouquet in a silver flower-holder. Three cheers were then given for Miss Lyon.

BULLS and bears on the Stock Exchange, we know; but, according to the list of rubber shares, there are now Tiger, observes a writer in *The Globe*.

COMMERCIAL.

WEEKLY SHARE REPORT.

Messrs. E. S. Knudsen & Co.'s share review for the past week was issued to-day. It states:—Our local market has continued comparatively active, but prices have undergone very little change, with the exception of Langkats which have improved considerably.

A large business has been transacted in "Rubbers" during the week and public interest in these stocks shows no symptom of abatement.

Backs—Hongkong and Shanghai Banks after receding to \$950 at which price a fair business was done have again strengthened and the market closes with buyers at \$955, with no sellers under \$950. In London the price has risen to £83. Nationals have improved and are required for at \$76.

Marine Insurances.—Customs are still in demand at \$70. Unions have hardened since the report was published and can be placed at \$70. North Chinas have buyers at Tls. 115 and Yangtires are a little weaker with sellers in the North at Tls. 225.

Fire Insurances.—China Fires continue firm at \$100, Hongkong Fires have improved to \$337 after sales at \$335.

Shipping.—Hongkong, Canton and Macao Steamboats have again been sold at \$303, 4000s have been the medium of a large business at \$65. The demand still continues but there are no more shares obtainable, unless at an advance. Shell Transports according to latest advices received by wire from London have risen to 88.

Refineries.—China Sugars have been rather erratic, no doubt due to the near approach of the settlement, but the market closes stronger with buyers at \$73. Lurons are offering and can probably be had at \$79.

Mining.—Raub's are firmer with buyers at \$64. A few Headwaters have changed hands at \$10. Chinese Engineering and Mining Co. are higher at Tls. 181.

Docks, Wharves, and Godowns.—Hongkong and Whampoa Docks are still neglected and are offering at the reduced rate of \$36. Shanghai Docks have been sold to the North at Tls. 82. Kowloon Wharfs are somewhat easier with sellers at \$604. Shanghai and Hongkew Wharfs are without change at Tls. 115.

Lands, Hotels and Buildings.—Hongkong Lands are a little weaker with a few shares offering at \$100. Humphreys have further improved to \$84. Hongkong Hotels have been bought at \$110. No business in the new shares has come to our notice, but a few shares might be had at \$85. Kowloon Lands are in favour at \$28 with nothing offering under \$30. West Points have been sold at \$124.

Cotton Mills.—Hongkong Cottons have advanced to 164. With the exception of Ewois which have risen to Tls. 129, we have no news of other Northern Mills.

Miscellaneous.—Dairy Farms are still in request at \$18 China Borneos have strengthened to \$91. Hongkong Electric's have found buyers at \$64. Peak Tramways have improved to \$144. Green Islands have been taken off the market at \$62, and China Providents at \$81. China Lights are steady at \$6. Langkats have had a further sensational rise, the price being now in the neighbourhood of Tls. 1,500, 1,700. There are buyers for June at Tls. 1750. Sumatras have reacted to Tls. 350. Sales at this were made to Shanghai. Philippines are higher at \$104.

Rubbers.—Anglo Malays show a decline on last week's quotation and after numerous sales close firm at 33/6. Allagars have been the medium of a fair business at quotation. Batu Tigas are easier at 100/ and Bukit Rajahs at 385. Bukit Kajangs, after sales at 97/6 are required for 100/. Castlefields have declined 115/ and Carey Uniteds to 25/. Federated Selangors close at 310/ with no business to report. Glenshields were sold during the week at 142/ but at the close are firm at 152/6. Golden Hopes have improved to 145/ and Highland and Lowlands to 150/ with sales of the latter. Kuala Lumpurs were sold as high as 215/ and later at 208/ from London but now comes easier at 202/6. Labus are quoted 140/ without business to report. Landarons have many inquiries and 105/ has been paid. During the week Ledburys fetched 100/ but at the close can possibly be had at 97/6. London Asiatics have been dealt in to a fair extent at various rates up to 157/6, closing slightly lower at 155/.

London Ventures have changed hands in large lots at rates between 9/3 and 10/9. Saggas after rising to 163/ are wanted at 257/.

Sagongs show an improvement on last week's quotation, having risen to 40/ and Selangs to 30/ premium. Sumatra Paras are required for at 15/.

Suogai Chobs have found buyers at 100/ and 95/.

Suogai Kapsars have weakened to 164/ and Tangkabs to 25/ premium. Sales of Ulu Rantus have been effected at 116/.

United Serdangs are a firm market at 165/ and none are obtainable under 165/.

United Langkats are quoted at 103/6, ex rights which are valued at 165/.

Balgownies have had a sensational rise, and as high as \$150 have been offered from the Straits.

Changkai Serdangs have been sold at \$104 and \$110. Glenshields have been dealt in largely at \$141 and more are wanted. Pegohs have strengthened to \$12 at which rate sales have taken place. Singapore and Johore continue to advance and touched \$1,000.

Rubber Dividends.—The following dividends have been declared:—Bukit Rajahs 6/ per share, Fed Selangors 6/ per share, Luch Kenneths 5/ per share.

Exchange.—The Banks selling rate on London is 1/9 1/16 on demand. The T/T rate on Shanghai is 74 1/2.

The steamer *Taiwan* was on collision island on March 17. Lighters were despatched to her assistance, reports the *Hankow Daily News*.

To-day's Advertisement.

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKAHAMA.

THE Company's Steamship

"OCEANIE."

Captain Seller, will be despatched for the above Ports TO-DAY, the 28th March, at 6 P.M.

For Freight or Passage, apply to P. THOMAS, Agent.

Hongkong, 28th March, 1910.

A STEAMER IN PERIL.

"KNIGHT ERRANT" COLLIDES WITH ICE-FLOES.

Tokio, March 21st.

The British steamer *Knight of Errant*, laden with 10,000 tons of beans from Vladivostok, collided with ice-floes and sustained severe damage. She sprung a leak and was in danger of sinking when she reached Moji, but the Water Police and firemen came to the rescue and prevented her from sinking.

"Lloyds Register" gives particulars of a *Knight Errant* (without the "of"). She is a steel four-masted steamer of 7,664 tons, and was built in 1898. The owners are the Knight S. S. Company, Ltd., of Greenhills.—N. C. D. News.

RESCUE AT SEA.

CAPT. REIMERS SAVES VALUABLE JUNK AND CARGO.

We learn that Capt. Reimers of the N. D. L. s.s. *Pittmanok* effected, under difficult circumstances, the rescue of two shipwrecked men from a large Chinese junk and also towed the same vessel for forty-eight hours into safety with much difficulty, reports the *Bangkok Daily Mail* of 17th March.

The junk, named *Kim Hong Lee*, belonged to a place called Sinlang close to Hoibow and was voyaging from Sinlang to Singapore with 1,500 piculs of salt, 50 tons general cargo, 50 piculs salted duck eggs and 140 pigs.

On the 21st instant Capt. Reimers sighted this vessel which had lost both masts and sails and had hoisted distress signals. The *Pittmanok* thereupon went up to her and found only two men on board, viz. the taking and his mate. The rest of the crew, 16 in number, had been blown overboard with the masts and sails which they were attempting to make fast. The junk had also lost the rudder. Capt. Reimers sent Mr. Guteng, his second officer, with six men on board the junk and they fixed up a distress rudder on her. Afterwards a Manila rope was brought on board the *Pittmanok* and the ship started towing the junk.

After towing for another twenty-four hours under these difficult circumstances they reached Kamraha Bay where the junk was safely anchored.

The value of the junk saved is estimated at between 12,000 to 15,000 dollars and the cargo is valued at 3,000 dollars. Of the pigs 120 had been washed overboard.

Capt. Reimers deserves the utmost credit for so patiently and zealously doing this work of rescue. He has been in the N. D. L. coast trade service for about ten years and has rendered similar services on several previous occasions. As one of the ablest skippers in the coastal service he is placed in charge of the *Pittmanok*, one of the largest N. D. L. ships out here. He is the possessor of the silver medal for life-saving. In another year Capt. Reimers will receive his promotion into one of the big ships at home, and it is to be hoped that he is not far from the same high honour that has so recently been bestowed by the German Emperor on Capt. Wolf and a few other ships' officers.

Events Coming.

Monday, 28th March.

Bandmann Opera Co., "The Dollar Princess" 9 p.m.

Tuesday, 29th March.

Geo. P. Lammett Auction sale of furniture, at the "Devonia" Peak Road, 2.30 p.m.

Geo. P. Lammett, Property sale, 3 p.m.

Sanitary Board meeting, 3.45 p.m.

Wednesday, 30th March.

Buffs Athletic Sports, Kowloon Cricket Club, China Commercial Co., Ltd., annual meeting at the office of Ewins and Harston, Alexandra Building, 4 p.m.

Bandmann Opera Co., "The King of Cadocia" 9 p.m.

Thursday, 31st March.

H.K.A.A.A. Sports, Kowloon Cricket Club, Monday, 4th April.

National Bank of China Ltd., Extraordinary meeting, 12.30 p.m.

Philharmonic Concert, at City Hall, 9.15 p.m.

Wednesday, 13th April.

Union Insurance Society of Canton, annual meeting, noon.

China Traders' Insurance Co., annual meeting, 12.30 p.m.

Saturday, 16th April.

First Gymkhana meeting.

Saturday, 23rd April.

V.R.C. Sports, at the Football Club Ground.

To-day's Advertisement.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR SHANGHAI, YOKOHAMA, KOBE AND NAGASAKI.

THE Steamship

"MONMOUTHSHIRE."

will be despatched as above on SATURDAY, 2nd April, at 5 P.M.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c. (Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"EMPRESS OF CHINA" SATURDAY, APRIL 23RD.	"EMPRESS OF IRELAND" FRIDAY, MAY 20TH.
"EMPRESS OF INDIA" SATURDAY, MAY 14TH.	"ALLAN LINE" FRIDAY, JUNE 10TH.
"MONTEAGLE" TUESDAY, MAY 24TH.	"EMPRESS OF BRITAIN" FRIDAY, JULY 1ST.
"EMPRESS OF JAPAN" SATURDAY, JUNE 4TH.	"ALLAN LINE" FRIDAY, JULY 2ND.
"EMPRESS OF CHINA" SATURDAY, JUNE 25TH.	"EMPRESS OF IRELAND" FRIDAY, AUGUST 12TH.
"EMPRESS OF INDIA" SATURDAY, JULY 10TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commission being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port £45.

Via New York £45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

L. W. GRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

13)

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
TIENTSIN VIA WEIHAIWEI	"CHIPSANG"	TUESDAY, 29th Mar., Noon.
SHANGHAI	"WINGSANG"	TUESDAY, 29th Mar., 4 P.M.
SHANGHAI, KOBE & MOJI	"FOOSANG"	FRIDAY, 1st April, Noon.
MANILA	"LOONGSANG"	FRIDAY, 1st April, 4 P.M.
SHANGHAI	"CHOYSANG"	SUNDAY, 3rd April, Daylight.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	MONDAY, 4th April, Noon.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	FRIDAY, 8th April, Noon.
YOKOHAMA	"YUENSANG"	FRIDAY, 8th April, Noon.

RETURN TOURS TO JAPAN (Occurring 24 Days).

The steamers *Ketsung*, *Nimsung* and *Poosung* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking cargo on through Bills of Lading to Yangtze Ports, Choochow, Tientsin & Newchwang.

Taking cargo on through Bills of Lading to Koda, Lahad, Datu, Simporna, Tawao, Usukao, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD., General Managers.

Telephone No. 215 Hongkong, 28th March, 1910.

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CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS.	TO SAIL
SAIGON	"HUNAN"	29th Mar., Daylight.
MANILA	"TEAN"	29th " 3 P.M.
SHANGHAI	"TAMSUI"	29th " 4 P.M.
SHANGHAI	"CHENWAN"	31st " 4 P.M.
TIENTSIN	"KURICHOW"	1st April, 4 P.M.
SHANGHAI	"LINAN"	3rd " Daylight.
MANILA	"TAMING"	5th " 3 P.M.
SHANGHAI	"ANHUI"	7th " 4 P.M.
SHANGHAI	"CHINHUA"	10th " Daylight.
MANILA, ZAMBOANGA & AUSTRALIA	"TAIYUAN"	21st " 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANDU."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui, Chonan, Linan, Chingwa*)

with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 26 Hongkong, 28th March, 1910.

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HONGKONG—MANILA.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Date.
RUBI	2540	A. Fraser	MANILA	SATURDAY, 2nd April, at Noon.
LAIRO	2540	R. Rodger	"	SATURDAY, 6th April, at Noon.

For Freight or Passage, apply to SHEWAN TOMES & CO., GENERAL MANAGERS.

Hongkong, 28th March, 1910.

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Shipping—Steamers.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"FLINTSHIRE."

Captain C. G. Cundy, will be despatched as above about 6th April.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 28th March, 1910. [219]

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"GLAMORGANSHIRE."

Captain H. C. Norris, will be despatched as above on 21st April.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 28th March, 1910. [220]

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY, AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
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TACOMA VIA MOJI, KOBE AND YOKOHAMA	"SEATTLE MARU" Capt. T. Saito	6,182	WEDNESDAY, 20th April, at Noon.
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Do.	"CHICAGO MARU" Capt. I. Goto	6,182	WEDNESDAY, 18th May, at Noon.
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The Co.'s newly built steamers have fast speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
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ANPING via SWATOW and AMOY	"SOSHU MARU" Capt. T. Sugi	WEDNESDAY, 30th Mar., at 10 A.M.
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SHANGHAI via SWATOW, AMOY and FOCHOW	"BUJUN MARU" Capt. Y. Fusho	THURSDAY, 31st Mar., at 8 A.M.
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Fair speed. Superior passenger accommodation. Electric light throughout. First class cabins.

The newly built steamers: "OHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passengers, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 24th March, 1910. T. ARIMA, Manager. [6]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1909
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MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	HITACHI MARU, Capt. N. Maruoka, Tons 7000 MIYASAKI MARU, Capt. T. Maru, Tons 9000 KITANO MARU, Capt. F. E. Cape, Tons 9000	WEDNESDAY, 30th Mar., at Daylight. WEDNESDAY, 13th April, at Daylight. WEDNESDAY, 27th April, at Daylight.
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VICTORIA, B.C., & SEATTLE	KAMAKURA MARU, Capt. K. Kori, Tons 6500	SATURDAY, 23rd Apr. From KOBE.
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VICTORIA, B.C., & SEATTLE	AWA MARU, Capt. S. Ishikawa, Tons 7000 INABA MARU, Capt. K. Kawara, Tons 7000	TUESDAY, 29th Mar., at Noon. TUESDAY, 26th April, Noon.
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SYDNEY AND MELBOURNE	YAWATA MARU, Capt. T. Sekine, Tons 5000 NIKKO MARU, Capt. M. Yagi, Tons 6000	FRIDAY, 15th April, at Noon. FRIDAY, 15th May, at Noon.
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BOMBAY, VIA SINGAPORE AND COLOMBO	TOBA MARU, Capt. Y. Nomura, Tons 6000	TUESDAY, 5th April.
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SHANGHAI AND KOBE	BOMBAY MARU, Capt. Teranaka, Tons 5000	TUESDAY, 12th April.
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NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU, Capt. M. Yagi, Tons 6000	WEDNESDAY, 13th April, at Noon.
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KOBE and YOKOHAMA	SADO MARU, Capt. S. Horiuchi, Tons 7000	THURSDAY, 31st March, at Noon.
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Fitted with new system of wireless telegraphy. * Cargo only. * Carries deck passengers.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Queen's Road.

T. KUSUMOTO, Manager. [1]

Shipping—Steamers.

JAVA-ASIATIC S.S. CO.

FOR SAN FRANCISCO, (Taking through Cargo to Los Angeles).

THE Steamship

"STRATHSPEY"

will be despatched for the above Port on or about the 2nd April.

For Freight and further information, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 22nd March, 1910. [256]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN"

Captain McArthur, will be despatched as above on WEDNESDAY, the 6th April, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provision, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 14th March, 1910. [245]

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, B.C., TACOMA & SEATTLE VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
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Aymara	4,363	J. Boyd	29th April
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Guano	4,657	F. W. Davies	14th May
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Kumera	6,233	J. Mahie	5th July
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These steamers are specially fitted for the carriage of Asiatic Storage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 4th March, 1910. [11]

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL (With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG FOR NEW YORK:

S.S. "SIKH" On 29th March.

FOR NEW YORK AND BOSTON:

S.S. "DAORE CASTLE" On 12th April.

For Freight and further information, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 11th March, 1910. [156]

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK.

(With Liberty to Call at the Malabar Coast.)

THE Steamship

"INVERIC"

will be despatched for the above Port on TUESDAY, the 26th April.

For Freight, apply to ARNOLD, KARBURG & CO., General Agents.

Hongkong, 14th March, 1910. [246]

CHARGEURS REUNIS.

(FRENCH STEAMSHIP COMPANY).

(ALL ROUND THE WORLD LINE).

REGULAR FREIGHT SERVICE TO

SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

"P. A. LAPOQUE & CO."

For further particulars apply to P. A. LAPOQUE & CO., Agents at Hongkong, No. 4 Queen's Building, Telephone 935.

Hongkong, 14th January, 1910. [17]

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DEVANHA"

Captain H. Powell, carrying His Majesty's Mail, will be despatched from this for BOMBAY, &c., on SATURDAY, the 2nd April, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Mongolia*, 9,505 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Manila*, due to London on 13th May, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 19th March, 1910. [4]

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"CATHERINE APOCAR"

Captain G. F. Hudson, will be despatched for the above Ports, on THURSDAY, the 31st instant, at Noon.

For Freight or Passage, apply to DAVID SASSOON & CO., LIMITED, Agents.

Hongkong, 26th March, 1910. [577]

Intimations

NOTICE.

M. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin.

Those who intend learning the Chinese language are requested to write care of *Hongkong Telegraph* office or direct to 37, Hollywood Road, 2nd floor.

Hongkong, 3rd January, 1910. [79]

THE DRAGON

CYCLE DEPOT

SHARE QUOTATIONS.

Supplied by Messrs. B. S. KAPOOR & Co. Connected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT	LAST DIVIDEND.	APPROXIMATE PERCENTAGE BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$1,500,000	\$2,007,819	£2.5/- for half year ending 31.12.09 @ ex 1/9 = \$25.12	4 %	\$255 buyers London £89.
National Bank of China, Limited	99,925	£7	£6	£4,000 £3,000	\$30,552	\$2 (London 3/6) for 1909	...	\$76 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$854,185 \$62,797 \$115,000	none	\$10 for 1908	7 %	\$170 buyers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 225,000 Tls. 135,253 Tls. 146,885 \$8,000,000	Tls. 207,573	Final of 7/5 making 15/- for 1908	...	Tls. 115 buyers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$90,000 \$133,248 \$105,249 \$682,009	\$8,464,931	Final of 3/7 making \$47 for 1907 and interim of \$30 for 1908	5 1/2 %	\$910 sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$394,405 \$199,264	\$707,637	\$12 and bonus \$3 for 1907	7 %	\$230 buyers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	70,000	\$100	\$20	\$2,000,000 \$438,668 \$138,802	\$275,341	\$6 and bonus \$2 for 1907	7 %	\$109 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$2,454,173	\$368,711	\$27 for 1907	8 %	\$337½ sales
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$7,500 \$30,000	\$1,035	\$1 for 1908	...	\$7 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$100,000 \$100,000	NIL	2½ for year ending 30.6.1908	...	\$31 sellers
Hongkong, Canton & Amoy Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,200,000 \$507,500 \$105,545 \$19,100	\$20,766	Final of 5/12 for account 1910	8 %	\$30½ sales
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	£1,500,000 £1,500,000	£13,755	6/- for 1907 on Preference shares only @ ex 1/9 11/16 = \$3. 154	...	\$65 buyers
Do. Do. (Deferred)	60,000	£5	£5	£1,500,000 £1,500,000	£13,755	3rd int. of 2/- per sh. (comp. No. 12) making in all 4/- for '08 & interim of 1/- for ac. '09	5 %	88½ buyers
"Shell" Transport and Trading Company, Limited	4,000,000	£1	£1	£4,000,000 £4,000,000	£63,217	\$6.00 for year ending 10.4.1909	4 1/2 %	\$26 s. & 2s. \$14½ sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$100,000 \$48,985	\$1,192		3 1/2 %	
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$2,000,000 \$55,848	Dr. \$5,858	\$5 for year ending 31.12.08	3 1/2 %	\$173 s. and b.
Luxon Sugar Refining Company, Limited	7,000	\$1	\$100	none	Dr. \$155,891	\$3 for 1907	...	\$29 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 5	Tls. 50	Tls. 100,000	Tls. 6,102	Tls. 10 for year ending 31.8.09	...	Tls. 850 sales
MINEING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	Pa. 1	£175,000 £11,189	none	Final of 1/6 making 3/- for 1909	7 %	Tls. 18½
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	none	none	First year	...	Pa. 10 buyers
Kuab Australian Gold Mining Company, Limited	150,000	£1	£1	£1,500,000 £1,500,000	Dr. £3,192	No. 22 of 1/- = 48 cents	...	\$6½ buyers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$45,000 \$4,986	Dr. \$7,421	\$1.75 for year ending 31.12.06	...	\$10
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$55	\$50	\$3,300,000 \$26,806 \$40,000 \$38,442 \$221,000	\$10,102	Interim of \$1½ for account 1909	...	\$60½ ex div. s.
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$5	\$50	\$2,500,000 \$2,500,000	\$12,765	Interim of Tls. 2½ for 1910	6 1/2 %	Tls. 82 buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 607,257 Tls. 50,000 Tls. 125,000	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	7 %	Tls. 115
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 10	Tls. 100	Tls. 25,000 \$1,000	Tls. 4,134	Tls. 6 for year ending 29.2.09	5 1/2 %	Tls. 102 sellers
Central Stores, Limited	50,123	\$15	\$15	\$751,895 \$514,088	\$10,272	\$1.20 on old and 60 cents on first new issue	...	\$16 buyers
Hongkong Hotel Company, Limited	12,000	\$5	\$50	\$60,000 \$14,088	\$10,272	Interim of \$2.40 on old and 40 cents on new shares for account 1909	...	\$110 sales
Hongkong Land Investment and Agency Co., Ltd.	30,000	\$1	\$1	\$30,000 \$26,045 \$5,471	\$27,712	Interim of 3½ for account 1909	6 1/2 %	\$101 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$1	\$10	\$1,500,000 \$26,045 \$5,471	\$5,471	45 cents for 1909	6 %	\$8½ buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$300,000 \$26,045 \$5,471	\$26,045	\$2½ for 1909	5 %	\$28 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 3,900,000 Tls. 1,523,045	Tls. 12,404	Interim of Tls. 3 for account 1909	6 1/2 %	Tls. 105 s.
West Point Building Company, Limited	12,500	\$50	\$50	\$625,000 none	\$1,058	Final of \$1.80 for account 1909	8 1/2 %	\$42½ sellers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 5	Tls. 750,000 Tls. 40,098	Tls. 10,991	Tls. 21 for year ending 31.10.09	8 1/2 %	Tls. 129 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	25,000	\$10	\$1	\$250,000 \$30,000	\$9,551	50 cents for year ending 31.7.08	...	\$6½ buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 750,000 Tls. 175,000	Tls. 8,872	Tls. 7½ for year ending 30.9.08	...	Tls. 66 sellers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 4,829	Tls. 6 for 1909	...	Tls. 75 sellers
Sey Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 1,000,000 Tls. 21,172	Tls. 15,911	Tls. 50 for 1908	...	Tls. 360
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	2,604	12/6	12/6	£1,500 \$40,000	£648	15 % per share for 1908	...	\$10
China-Borneo Company, Limited	60,000	\$12	\$12	\$720,000 \$10,000	NIL	60 cents for 1909	10 %	\$9½ ex div. b.
China Light and Power Company, Limited	50,000	\$10	\$10	\$500,000 \$10,000	\$61,138	50 cents for year ended 28.2.06	...	\$6 sales
Do. Do. special shares	50,000	\$1	\$1	\$50,000 \$10,000	\$61,138	80 cents for 1909	8 1/2 %	\$8½ sales
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,250,000 \$1,000,000	\$1,407	\$1.20 for year ending 31.7.09	8 1/2 %	\$18 buyers
Dairy Farm Company, Limited	40,000	\$7½	\$6	\$300,000 \$1,000	\$1,893	Interim of 35 cents for account 1909	10 %	\$16½ ex div.
Grebe Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000 \$5,000	\$3,756	8½ cents for year ending 31.12.08	8 %	\$12
H. Price & Company, Limited	12,000	\$10	\$10	\$120,000 \$5,000	\$670	\$1 and bonus 20 cts. for year ending 29.2.09	6 %	\$20½ sales
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$600,000 \$150,000	\$7616	Final of \$8 for 1909	10 %	\$16½ ex div.
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000 \$20,000	\$8790	Final of \$1 making in all \$2 for 1909	8 1/2 %	\$14½ sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$600,000 Tls. 547,500 Tls. 63,924	Tls. 316,682	4th interim of Tls. 12½ for 1909	6 %	Tls. 1,500
Maatschappij tot Mijl. Bosch en Landbouwverplaat in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 2,500,000 Tls. 547,500 Tls. 63,924	Tls. 316,682	80 cents on fully paid shares and 8 cents on 1/- paid shares for year ending 30.12.09	6 %	\$14½ b. and s.
Peak Tramways Company, Limited	25,000	\$10	\$10	\$250,000 \$10,000	\$2,204	None	3 1/2 %	\$13½ buyers
Peak Tramways Company (new)	50,000	\$10	\$10	\$500,000 none	Pa. 18,640	Final Tls. 5 making Tls. 8 for 1908	4 1/2 %	Tls. 350 buyers
Philippine Company, Limited	75,000	\$10	\$10	\$750,000 Tls. 14,810 Tls. 75,000	Tls. 3,250	None	...	\$25 buyers
Shanghai-Sumatra Tobacco Company, Limited	20,000	Tls. 20	Tls. 20	Tls. 400,000 Tls. 75,000	Dr. \$31,096	40 cents for year ending 31.5.09	8 %	\$5 buyers
South China Morning Post, Limited	6,000	\$25	\$25	\$150,000 none	\$63	60 cents for year ending 31.12.08	5 %	\$9 sellers
Steam Laundry Company, Limited	20,000	\$25	\$25	\$500,000 none	\$172	60 cents per ord. share for year ending 31.5.09	6 1/2 %	\$12½ sellers
Union Waterboat Company, Limited	50,000	\$10	\$10	\$500,000 \$300,000 \$5,000	\$2,613	Final of 30 cents for 1908	6 1/2 %	\$7 sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$100,000 none	\$782	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	...	
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	\$900,000 none				
William Powell, Limited	15,000	\$7	\$7	\$105,000 none				

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